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U. S. Military Philosophical Society

Extracts

1808-9

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United States military philosophical society.

(CIRCULAR.)

WEST POINT, DECEMBER 20, 1806.

SIR,

IN conformity to the enclosed Resolutions of the United States Military Philosophical Society, I have the honour of laying before you a summary view of their Transactions during the year 1806.

The collection is small, but I trust it will be found sufficient to give a just idea of the importance of the institution and to inspire its associates with a laudable zeal in promoting its usefulness and respectability: The most distinguished Societies in our country have had as minute an origin. The members have a right to nominate suitable characters for admission, but it is expected that some account will be given of the talents, patriotism, and zeal of the candidates they may propose, for the information of those who may ballot at the election; the rules of the Society render it impossible that a rejection of any candidate should be known, the members being under an injunction of secrecy on that subject, and every trace of the proposal would be immediately destroyed; the same rules allow four calendar months for a member to acknowledge the notice of his election: should no answer be then made, his silence will be construed into a tacit expression of non acceptance.

It cannot be too often, nor too strongly reiterated, that the best means of preserving peace, is to preserve undiminished the science of war, combining general principles with local circumstances, and modes of defence with strength of position. War, by modern improvement, has become a contest of skill rather than of force; for mere physical effort, whether produced by the natural prowess of individuals, or that resulting from number, would serve only to render the victory gained by a small but compact band of scientifick soldiers, so much the more brilliant.

There undoubtedly exists, scattered throughout the United States, a great proportion of military science which is fast sliding into oblivion, as the veterans of our Revolution are themselves descending to the tomb, and he instructive researches made by many of our countrymen in their European travels probably lie buried in their

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cabinets. To collect these treasures into one deposit, whence they can be occasionally drawn as the exigences of our country may require, is the great end for which the Society was instituted. The importance of this object should be strongly impressed on the minds of Americans by the consideration that the Europeans who might become their enemies have been instructed in the most effectual, though the dearest of all schools, actual war, and as much as the nature of our government is opposed to a standing army, so much ought we to preserve and make perfect the means of raising, organizing, and effectually directing the operations of a temporary one.

The difficulties that have attended the engraving of an appropriate design, have hitherto delayed the certificate of membership; but measures are now taking to have it executed in a proper manner. In the mean time you have prefixed an impression of the seal of the Society, to serve as a test of your election. The number of acknowledged members is at present small; but among these will be found some of the most respectable and dignified characters in the Union, the list will be published in the course of the next year, after the election of those candidates who will probably be nominated when this communication shall be duly distributed.

The Society has no object of amassing wealth in any shape, but the moderate tax of five dollars per annum on each member is necessary to pay incidental expenses, and to procure such books, models, &c. as may be requisite to render their cabinet worthy of the institution; the munificence of those members who may have the means of contributing to this collection, will doubtless increase the usefulness of the deposit.

All communications that may be made between November and April should be directed to the care of William Popham, esquire, in New York.

I have the honour to be,
Very respectfully, Sir,
Your obedient servant,
JONATHAN WILLIAMS, President.

EXTRACTS

FROM THE MINUTES OF THE UNITED STATES MILITARY PHILOSOPHICAL SOCIETY,

AT A STATED MEETING HELD OCTOBER 6, 1806.

On motion, Resolved,

That the President be requested to write circular letters to the members who have signified their assent to their election, at the close of the present year, stating the progress the Society has made, the communications it has received, and the donations that have been made to it; and in case any new communication should be made in the vacation of the Society, which in the estimation of the President deserves notice, he may include it in his representations, it being always understood, that no opinion of the Society is to be expressed as to the utility of these communications, which must rest on their own merits.

The Keeper of the cabinet announced the reception from the President of a donation of books, consisting of thirty-four volumes and sixteen pamphlets, on various branches of the arts and sciences.

The President also presented a volume, entitled, Essays Mathematical and Physical, by J. Mansfield, major of engineers, in behalf of the author.

The following Charts and Plans were laid before the Society:

A Chart of Charleston Harbour, by A. Macomb, Captain of Engineers,
A Plan of Fort Moultrie in do. do.
Fort Johnson, do.
Fort Pinckney, do.
A Sketch of the Coast of North Carolina.
A Chart of Cape Fear River.
A Sketch of Fort Johnson, in do.
A Plan of Fort M'Henry in Baltimore, by J. Walbach, captain of artillery.
A Plan of Fort Mifflin, in the Delaware, by J. D. Wood, lieutenant of engineers, reduced from an actual survey by lieut. colonel Tousard.
A Chart of the Harbour of New York, from an actual survey by J. Williams, lieut. col. com. of engineers.
A Plan of Fort Independence, in Boston Harbour.
A Sketch of the Works at Marblehead.
A Sketch of Fort Constitution, in the Harbour of Portsmouth, New Hampshire.

The foregoing are all the donations that have been made to the Society.

c pub. 1807? cf. issue for 1808, p. 253, 13

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In the course of the year there have been made the following Communications:

I. General Rules and Regulations for the Army of the United States, presented by brigadier general Jonathan Dayton. N. B. The above appears to have been designed for the twelve regiments raised in 1799.

Consisting of the following heads:

1. Squads of Inspection, containing	5	Articles.
2. Serjeants and Corporals,	5	Do.
3. Musicians,	3	Do.
4. Distribution of Recruits and equalization of Companies,	6	Do.
5. The sick and hospitals	19	Do.
6. Arms, accoutrements, cleanliness, roll-calling, dress, linen, and watch coats,	31	Do.
7. Ammunition,	7	Do.
8. Exercise of officers,	5	Do.
9. Exercise of soldiers,	14	Do.
10. Absence from command and furloughs,	13	Do.
11. Garrison books and returns,	10	Do.
12. Resignation of commission,	2	Do.
13. Cadets in the corps of artillerists and engineers,	2	Do.
14. Officers of the corps of artillery and engineers,	3	Do.
15. Fortified places,	42	Do.

The whole containing one hundred and sixty-seven articles.

II. A Letter from the late Major General Hamilton, on the establishment of a Military Academy, dated at New York, November 23, 1799, *in his own hand writing*. Presented by brigadier general Dayton, with permission to retain a copy, but requesting a return of the original.

This letter enters into a full detail of the advantages which would result from such an establishment, which is divided into one general head, and five departments. The whole to be under one director general. The departments are:

1. A Fundamental School, to consist of one director, four professors of mathematicks, one professor of natural philosophy, one drawing master.
2. A School of Artillerists and Engineers, to consist of one director, one professor of mathematicks, one professor of natural philosophy, one professor of chymistry, one architect, and one drawing master.
3. A School of Cavalry, to consist of one director, one riding master, and one fencing master.
4. A School of Infantry, to consist of one director.
5. A School of the Navy, to consist of one director, one professor of mathematicks, one professor of natural philosophy, and one architect.

The sciences to be taught in the several Schools are—

IN THE FUNDAMENTAL SCHOOL,

Arithmetick, algebra, geometry, the laws of motion, mechanicks, geography, and surveying.

IN THE SCHOOL OF ENGINEERS AND ARTILLERISTS,

Fluxions, conick sections, hydraulicks, hydrostaticks and pneumaticks, the theory and practice of gunnery, fortification, including sapping and mining, and attack and defence of places, chymistry, especially mineralogy, the fabrication of cannon and other arms, the principles of construction, with particular references to aqueducts, canals, and bridges, the composition of artificial fires.

IN THE SCHOOL OF CAVALRY.

The tacticks and police of cavalry, equitation, the use of the small and broad sword.

IN THE SCHOOL OF THE NAVY,

Sphericks, astronomy, navigation, with the doctrine of the tides, and naval architecture.

The letter proceeds to explain the principles and the mode of conducting each school, with general observations on the utility of the plan, and concludes in the following manner:

"The union of these different corps under one chief is intended to promote a spirit of harmony and co-"operation; while the separation of the other officers is designed to favour a more profound and accurate "knowledge of each branch.

"It will no doubt be observed, that though provision should be made by law for the proposed esta-"blishment in its full latitude, yet it may be left in the discretion of the President to appoint only so "many of the professors as experience shall show to be necessary."

III. A letter from Lieut. Col. Williams to the Vice President, proving by actual inspection, and self-evident marks, that the obstruction in the river Ohio at Louisville, called the Falls, is one petrified mass of earth and trees; the annulars of the stumps, and the ramifications of the roots, being as discernible as they could be in their natural state.

IV. A Memoir on the "Fuzil a Clapet" of Montalembert, by M. Professor de Masson, recording secretary, tending to show the superiority of this gun over the common muskets; it is intended to be loaded at the breech, and may be fired with equal safety and facility. The weight of the ramrod is saved, and the time employed in loading much lessened.

N. B. On motion it was resolved, that such a fuzil be immediately made at the Society's expense, to serve as a model, and to be used in experiments.

V. A Memoir on a new construction of a gun boat or floating battery, with descriptive drawings, by the President of the Society.

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This is a double boat, or rather two halves of a boat, placed at a distance from each other, admitting a horizontal column of water to pass between them; they are united by strong lower deck beams, extending from side to side across the whole. About eight feet is submerged, so that the middle of the lower deck forms a flat bottom, which just touches the water. It is calculated to be on the gun deck 96 feet long and 45 wide, twenty-four oars may be constantly in their places, or unshipped at pleasure; and from twelve to sixteen pieces of heavy metal may be placed upon the gun deck, while by fore-and-aft sails it would be as manageable as any boat whatever. The principles to be preserved by this form are—1st. *Buoyancy*, this is done by all the submerged part being empty, or filled with tight empty water casks, pieces of cork being stowed in the interstices; it is calculated to draw eight feet of water. The empty casks and cork are intended to remedy the effect of leaking, and to avoid the necessity of heaving down or laying ashore, to caulk or make other repairs, the shape being very unfavourable to either of those methods of getting at the bottom; but if the holds could be made perfectly tight and kept so, it would certainly be more advantageous to have them empty, as well for the benefit of the space for stores, ammunition, &c. as for still greater buoyancy. 2d. *Inversability*, or as it is called by sailors, *stiffness;* it is self evident that one side cannot descend without lifting the other out of the water; the centre of gravity (which falls between the halves when they are exactly on a level) going into one of them, if any power should cause the assemblage to heel. 3d. *Facility of motion.*—The space between the half boats being confined by two vertical planes, the effect of an eight feet keel is produced: and as these planes are parallel and without any curve, no resistance is offered by going forward, the whole resistance is precisely the same as the boat would have if it had not been separated. 4th. *Facility in steering* in any direction by the rudders. It is presumed that the current of water through the space between the boats, running directly against either rudder, must increase its sensibility; the rudders move together and are always parallel to each other. The object proposed by this floating battery is to guard the entrance of ports, especially in shoal water, where, by taking any position on the flats, the time and point of attack may be chosen, and the ships of war belonging to an enemy, however powerful, could not take it; since it would be only assailable by boats, which it could destroy.

VI. A Certified Account of an experiment made at Wilkinsonville, in 1801, under the direction of Jonathan Williams, then major of artillery, proving, that a musket barrel after being reduced to two feet six inches in length, will send a ball through a two inch oak plank at the distance of 180 yards.

VII. An Original Nautical Thermometrical Journal of a voyage from Cape Fear round Cape Hatteras to Cape Henry: proving, that the shoals may be discovered by the relative heat of the water, in time to avoid them; by Lieut. Col. J. Williams. This passage was made for the purpose of discovering the shoals by the changes in the thermometer, and they became evident by a fall of 4°. in half an hour's run, and a subsequent rise of the mercury in about the same time after passing them: the mercury falling again 8°. indicated the coast, where soundings were obtained in sixteen fathoms.

VIII. A Collection of Geographical, Mathematical, and Astronomical Observations, principally made by Jonathan Williams, then major of artillery, in the course of his passage from Fort Niagara on Lake Ontario,

to Wilkinsonville, near the junction of the Ohio with the Mississippi; consisting of

1. Observed distance across the streight at Niagara, from the American to the English side.
2. Observed distance from the British fort George, to the American fort Niagara.
3. The relative height of each respecting the other.
4. The perpendicular height from the water, of a spot on a level with Fort George.
5. Height and distance of this spot and Fort Niagara compared with each other.
6. Memorandum of the actual measurement of the Falls of Niagara, surveyed by Messrs. Ellicot, Sexton, and Le Roy—proving the perpendicular height of the rapids above the Falls to be 57 *ft.* 11 *in.*

Perpendicular height of the great Fall, - - - - - - - - -	149	9
Whole height, - - - - - - - - - - - - - - -	207	8

7. Latitude & Longitude of sundry places on Lakes Ontario and Erie.
8. Distance observed from Black Rock, on the American side of the streight at the Erie end, to Fort Erie, on the British side.
9. Rough sketch of a pentagon staked out at Black Rock, on a height commanding the British side.
10. Memorandum of a survey of the fort at Presqu'isle.
11. Sketch of a stockade at Le Beuf.
12. Draft of the road from Erie to Lake Le Beuf. N. B. This distance (twelve miles) is all the land that separates the waters which empty into the Gulph of St. Laurence from those which empty into the Gulph of Florida.
13. A detailed description of all the meanders, their courses, and a mode of calculating their distances, of French Creek, from Lake Le Beuf, its head, to its junction with the Alleghany, and thence down to Pittsburg.

IX. A General Description of the following forts, collected from the reports of their respective commanding officers.—

1. Fort Nelson at Norfolk in Virginia.
2. M'Henry, Baltimore, Maryland.
3. Mifflin, Delaware river, Pennsylvania.
4. Jay, Bedloes, and Ellis, New-York.
5. Trumbull, New London, Connecticut.
6. Independence, Boston, Massachussetts.
7. Putnam and Clinton, West Point, New York.
8. Constitution, Portsmouth, New Hampshire.

X. Principles of Marine Batteries, upon which this mode of defence would be superiour to any maritime attacks; in a MS. translation from De Montalembert, with drawings. This communication, being particularly important at this time, is subjoined at length.

XI. Explanation of a Theory showing a method of solving a trigonometrical problem, in which but one angle and its opposite side are given in each of two contiguous triangles, it being also given, whether the con-

tiguous bases are in a right line or not, and if not, the angle made by their inclination. MS. translation from the French account of the theory of M. de Pothenot, by P. Vincent Bouis, lieut. of artillery.

XII. Description of, and plan of defence for, Cape Fear River, in North Carolina, by J. Williams, lieut. colonel of engineers.

XIII. Notes taken at West Point during an eclipse of the sun, with a projection, by William Partridge, lieut. of engineers.

XIV. Description of the Harbour of New York, with the bearings and distances of the most commanding points, by lieut. col. Williams.

XV. Description of the Harbour of Charleston, South Carolina, and the forts that have been constructed to defend it, in their present state, by A. Macomb, captain of enginers.

XVI. A Statement made in 1802, relative to the corps of engineers and military academy as they then stood, with several proposed amendments respecting both, by J. Williams.

XVII. A Letter from Major D. Wadsworth, on the same subject.

XVIII. A Letter from M. Du Buc de Marentille, dated October 29, 1806, enclosing a description of his inventions to save people wrecked at sea. The benevolence of M. Du Buc's object naturally attracts the notice of all friends to humanity, and his invention may be judged of by the following extracts:

"Supppose that moveable levers of a length and strength proportioned to the size of the boat be vertically "applied and well secured in two points of their upper ends, to the bow, stem, and sides, with a proportionate "weight at the extremity.—It is self evident, that not only the levers will counteract any sudden motion of "the boat, but also, whenever the waves, be their motion what it may, tend to overset her, she will be in- "stantly rightened by the immediate re-action of the levers, and this re-active power increases in proportion as "the keel may deviate from its vertical position. Therefore the boat *cannot overset*.

"Suppose a quantity of cork be tied or otherwise secured to the bottom of the boat; let this quan- "tity be determined by the comparison of the specifick gravity of the cork with that of the bodies it is to "support, upon a supposition that it might be full of water: she thus *cannot sink*. But when placed on the "outside of the boat, the cork will cause her to rise lightly over the waves: this cork may be so attached as "to preserve the form of the boat, and of course its navigability. It may be put on only when a vessel "is going to sea, and being afterwards taken off in port, is no hindrance to the common use of boats."

"The raft proposed to be made at sea on an emergency, is upon the same principle, except as to "shape, but is calculated to save a great number of persons, in the last extremity, and to support them till "driven ashore or taken up by some passing ship."

XIX. A Letter from captain R. Whiley of the artillery, enclosing a plan of the harbour of Michilimackinack, with the depth of water, dimensions of the island, and distances to the most remarkable places in the vicinity thereof.

XX. An Original memoir by W. Jx. Bureaux Pusy, dated New York, August 1, 1801, "On the subject of "fortifying the port of New York, in which is examined the most advantageous position to occupy, as it re- "spects a good defence, well constructed and combined with economy." With a large and particular chart of the Harbour from Sandy Hook to the Narrows, and a plan of the proposed works, with some attendant drawings.

This memoir is intended to show, by a course of reasoning carried through 25 pages, that Sandy Hook is the only point at which the city of New York can be effectually fortified. The expense of this fortification is calculated in great detail, and the total amount is three million nine hundred and sixty-eight thousand six hundred and fifty-eight dollars. The number of men requisite to garrison these works is limited to eight thousand. This the author supposes to be consistent with economy, by comparison with the importance of the object and the advantage of permanency.

Several other communications have been announced, which, from their subjects, and the respectability of their sources will doubtless be of great importance: but the authors having desired time for revisal and amplification, they must lie over till the next year.

EXTRACT

FROM LA FORTIFICATION PERPENDICULAIRE OF THE MARQUIS OF MONTALEMBERT.

TRANSLATED BY JONATHAN WILLIAMS, LIEUT. COL. OF ENGINEERS.

OF MARINE BATTERIES.

IN many instances we have experienced the inefficiency of batteries placed along a coast. Hence has arisen a contempt for this kind of defence among military and naval officers; from the imperfection of such batteries as have been erected, a prejudice has been established, that the fire of ships of war will always silence that of any batteries they can lie against, and that no sea port can be so defended as to prevent ships of war from entering it.

It does not, however, follow, that this must always be the case; for we presume that such batteries have hitherto been badly constructed, and indifferently armed. Every kind of warlike attack or defence ought to be completely possessed of the whole force it is capable of; but if batteries are slightly constructed; if they are not furnished with a sufficient number of guns; if greater precaution is not taken with a battery that may be approached by ships of war as near as one hundred toises than with one that cannot be approached within five hundred,

the object of such batteries has not been understood, or these circumstances of position and exposure have not been considered.

The construction of a marine battery is not so simple a thing as may have been imagined; a variety of considerations should guide the engineer in forming his plan; the nature of the soil, its elevation, the various depths of the water, the direction of the flats, the courses of the channels, currents, &c. &c. should be taken into consideration and influence the position, the proportions, the form and composition of works of this kind; for it is not sufficient that they should be themselves indestructible by a maritime force, they should also possess the certain power of destroying any ships that come within their shot.

Therefore the construction of marine batteries ought to be guided by the following principles—viz.

First. Cannon ball begin to take effect at the distance of 300 toises; therefore a ship would only waste her ammunition, if she were to attack a battery at a greater distance.

Second. It is established, in fortification, that musketry cannot take effect at a greater distance than 150 toises.

Third. Batteries on low ground, and near deep water, should not be *en barbette*, or without embrazures; barbette batteries being only proper in situations where large ships cannot approach near to them, or when there can be but few guns mounted, and of very heavy metal, and when it is necessary to point in all directions, by turning the carriages on their pivots; but such batteries are much exposed when heavy ships can approach within musket shot.

Fourth. In all cases where an enemy has an essential object to accomplish, and batteries are designed to oppose his progress, it is better to have *none*, unless they are made stronger than the ships they are to repel; and we think this kind should be made wholly of mason work.

Fifth. We would, however, establish certain degrees in this respect; for it must be considered that to defend the entrance of a port of any great importance, more powerful means must be used than to defend any small harbour; since it is certain that the enemy's attack will be in proportion to the magnitude of the enterprise.

Sixth. The embrazures of sea coast batteries should be sufficiently wide to allow the axis of the bore of the gun (which we will call the axis of the embrazure) to form a horizontal angle of twenty-five degrees. Now the tangent of 25 degrees, to a radius of 300 toises in length, is 140 toises, which determines the space commanded by half the embrazure to this distance. In like manner when the ship shall be in a perpendicular line at 150 toises distance (the length of musket shot) the half embrazure will discover a space of 70 toises.

Seventh. Let us suppose a coast that is in a right line, as well as the flats under water which determine the edge of the channel at the distance of 300 toises from the coast. In this case, supposing the bow of the ship to be in the channel, at less than 140 toises from the axis of the first embrazure, it will be seen at that instant along the side of the embrazure at 331 toises distance, that being the secant of this angle, to a radius of 300 toises: then this would be the greatest distance at which the battery should fire.

Eighth. It is clear from the foregoing, that when a ship is sailing along a coast which, as well as its battery, is in a right line, it will be exposed from the first moment it is within 140 toises of the axis of the first embrazure, until it shall be 140 toises from the last, in addition to the length of the ship, in every point of that line; and, supposing the battery to have 24 pieces, and the ship to have 30 toises in length, she will have to pass through 346 toises of constant fire, before she can be out of cannon shot.

Ninth. The width of the merlons leaves no space that cannot be seen at the distance mentioned. The lines of fire from embrazures that are three toises, or eighteen feet, distant from each other, and with an opening not 20 degrees, cross about eight toises and three feet from the summit of their angle; deducting therefrom the thickness of the parapet, there will be left five toises from the exterior part, for the distance at which the fire crosses. When the summit of the angles of each embrazure are but nine feet distant from each other, and the opening at the exterior subtends an angle of fifty degrees, the lines of fire will cross at nine feet six inches from the summit of the angle; deducting from this six feet for the thickness of the wall, and the distance from the centre of the cannon's motion, there will remain but two feet eight inches for the distance from the exterior part of the wall to the point of intersection of the crossing fires. From the foregoing it appears impossible that even a boat could escape with impunity.

Tenth. If a ship were to keep out of the fire of such battery, her distance must be more than 330 toises, as we have shown. Now at this distance no ship, not even a fleet could injure a battery of this description to any important degree; and in case there were mortars in the battery, the advantage of such a cannonade would probably be on the side of the battery.

Eleventh. But if the channel were at one hundred and fifty toises from the battery, it would be necessary to remedy by its construction the disadvantage to which it is exposed by its position. This is the great object of the art of fortification. In such a case the tangent of the angle of 25 degrees would only be 70, and its secant 165 toises. A ship, then, by getting springs on its cables, in a position between two embrazures, might be out of the sight of either, and, without receiving one shot, might attack the post with its whole broad side. It might advance close to the battery, and by the musketry from its tops, might clear the ramparts of every man. This has been the case in all those instances where forts have been so easily destroyed by ships of war, and it is this which we flatter ourselves we have completely remedied in the manner hereafter explained.

Twelfth. Every battery which is liable to be approached by large ships at the distance of 150 toises should be built *entirely of mason work and casemated.* It should be casemated to be protected from the fire of musketry

from the ships tops, and of mason work to resist the force of artillery, also to permit a nearer position of the guns, and a greater angle to the embrazures.

Thirteenth. In general, marine batteries should be terminated in a circular form, so that there may be no point within the reach of cannon shot, where a ship might ride without being exposed to their fire: this, however, is not necessary on the land side.

Fourteenth. Such batteries should have several tier of guns, like the ship against which they are to act, and the guns should be as near to each other as they are in a ship of war; they should be plentifully furnished with covered musketry in points where they can be approached within musket shot, and then the ships, and not the battery would have the most to fear from an attack.

Fifteenth. In short, every battery should have a defence peculiar to itself. It should not be susceptible of being, as it were, seized by the throat; its resistance should be in every direction from which an attack is possible, and it should have an imposing artillery on the land as well as on the sea side.

NOTE BY THE TRANSLATOR.

THESE principles are displayed by an annexed plan, elevation, and section. In the plan, two towers with angular bases, are connected by a curtain at a distance from centre to centre of 60 toises, with lines of fire from the towers in every direction by sea and land, while on the latter side it is completely defended by all the known rules of the art of fortification, the towers are covered by a circular parapet, which is bomb proof, and while it commands all around it, protects all below.

This plan is upon too small a scale to show the openings for the musketry. In the elevation, the number of cannon in a given space may be counted, and it will be thereby seen that in ordinary batteries of one line, when the distance from each gun is 18 feet, for every shot such a battery could fire, these towers and curtain would fire six, occupying only the same space of ground, and this without counting the cannon that might be mounted on the top of the whole. Behind every aperture for small arms is an apartment for two or more soldiers, so that this work is at once a fort and barracks; the section displays the interiour, with the arches in profile, according to the lines of vision in perspective, and the circular apertures above give free passage to the smoke, which has ample room to spread itself among the arches. The representation of a broken partition discovers the soldiers apartment.

A superiour figure describes a detached tower.

The works of the Marquis of Montalembert (10 volumes quarto) it is believed, have not yet appeared in English, and the copy from which the foregoing was translated, is probably the only one in American hands. They were imported for the use of the Military Academy, and make a valuable portion of its library.

platform
the Transport of